

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.Mr. HENRY DALLAS'
MUSICAL COMEDY COMPANY,
presenting all theLATEST LONDON
SUCCESSSES.GRAND OPENING,
SATURDAY NEXT,
MARCH 9TH.With a magnificent production for the
FIRST TIME IN HONGKONG
OF THE VERY LATEST MUSICAL
SUCCESS,

"FLORODORA."

NOW DRAWING CROWDED HOUSES
NIGHTLY AT THE

LYRIC THEATRE, LONDON.

FULL CHORUS.
AUGMENTED ORCHESTRA.
Musical Director—Mr. W. F. Vallance.MAGNIFICENT SCENERY,
by Mr. W. H. Pufford.BEAUTIFUL DRESSES,
by the leading London firms.

The whole produced by

Mr. HENRY DALLAS.

THURSDAY NEXT,
"SAN TOY."

PLAN at ROBINSON PIANO CO.

ADMISSION—\$3, \$2 & \$1.

No Half-price.

Doors Open at 8.30 P.M., Commence at 9 P.M.

NOTICE.

Owing to the great demand for Seats, the
Management is compelled to give notice to
patrons that all Tickets for Seats reserved must
be taken up the day before each Performance,
or they will be re-sold.A Late Tram will run nightly during the
visit.BERTRAM HERMANN,
Business Manager.

Hongkong, 7th March, 1901. [288c]

QUEEN'S COLLEGE.

THE SPRING TERM commences on
TUESDAY, the 12th instant. Applicants
for Admission should be in the COLLEGE
HALL, at 9 A.M., on MONDAY, the 11th
instant.ALFRED J. MAY,
Acting Head Master.

Hongkong, 7th March, 1901. [299c]

TO LET.

BOARD and ROOM \$70. In Private Family.

Nice View of the harbour.

Apply to R. ROE,
Care of Office of This Paper.

Hongkong, 7th March, 1901. [301c]

TO LET.

A HOUSE in RIFON TERRACE.

"THE RETREAT"—MOUNT KELLET.
A GODOWN—No. 83, PRAYA EAST.
GROUND FLOOR—No. 4, BLUE
BUILDINGS.HOUSES in LEIGHTON HILL ROAD.
No. 4, FAIRVIEW—KOWLOON.Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1901. [299c]

FOR ILOILO.

THE Steamship

"ANTONIO MACLEOD,"

Captain Ugarté, will be despatched as above
on SATURDAY, the 9th instant, at 2 P.M.For Passage only, apply to
BRANDAO & Co.,
Agents.

Hongkong, 7th March, 1901. [302c]

OREGON AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE OREGON RAILROAD AND
NAVIGATION COMPANY.PROPOSED SAILING FROM
HONGKONG TO PORTLAND (OR.) AND
SAN FRANCISCO,
VIAINLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.Taking Cargo to JAPAN PORTS, THE UNITED
STATES and CANADA.

THE Steamship

"EVA,"

2,688 tons, Capt. Petersen.

This Steamship will be despatched on or
about WEDNESDAY, the 20th instant, for
PORTLAND (OR.) VIA MOJI, KOBE and
YOKOHAMA.Through Bills of Lading issued to any Point
in the United States and Canada.Cargo will be received on board until 5 P.M.,
the day previous to sailing. Parcel packages
will be accepted at the Office of the Under-
signed until the same time. All parcels should
be marked to address in full. Value of same is
required.Consular Invoices, to accompany Cargo des-
tined to points beyond Portland (Or.), should
be sent to the Company's Office, addressed to
the Collector of Customs, Portland (Or.).For further information as to Freight rates,
&c., apply toARNHOLD, KARBURG & Co.,
Agents.To-day's
Advertisement.

BOXING.

THEATRE ROYAL,
CITY HALL.A
GRAND BOXING
CONTEST

WILL TAKE PLACE IN

THE ABOVE HALL,
THIS EVENING,
(THURSDAY),
7TH MARCH, 1901.PRELIMINARY BOUTS:
A. BRATT, H.M.S. "Centurion,"
J. MILLS, H.M.S. "Centurion,"
W. MCALIFF, H.M.S. "Centurion,"
J. DRISCOLL, H.M.S. "Centurion."

THE EVENT OF THE SEASON.

Under the Management of
W. B. WATERS.T. ARMSTRONG, H.M.S. "CENTURION,"
WILL BOX JOE RILEYOF THE
UNITED STATES.10 ROUNDS FOR THE CHAMPIONSHIP
OF THE EAST. CATCH WEIGHTS.AND ALSO A
MEETING OF THE LIGHT WEIGHT
CHAMPIONS IN A SIX-ROUND
EXHIBITION BOUT.SAM BENTLEY,
TORPEDO DEPOT, LIGHT WEIGHT CHAMPION
OF THE WEST OF ENGLAND,
WILL BOXGEORGE SMITH,
H.M.S. "CENTURION," LIGHT AND MIDDLE
WEIGHT CHAMPION OF THE
COLONY.

ADMISSION—\$1, \$2 & \$1.

BOX PLAN may be seen and SEATS
BOOKED at the ROBINSON PIANO CO.
Doors Open at 8.30 P.M. Commence 9 P.M.
Hongkong, 7th March, 1901. [300c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. ROUGHINGTON & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing glasses to be corrected and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co.,
LIMITED.IMPORTERS OF HIGH-CLASS
SHERRIES.B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - - - - - \$10.80C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - - - - - 20.40B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
Vintage. ALL ARE TRUE XERES
WINES.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.A. S. WATSON & CO., LIMITED.
HONGKONG DISPENSARY.

BIRTH.

On the morning of the 25th ult., at the
University Hospital, Tokio, Captain JAMES
THOM, of the Nippon Yusen Kaisha.

MARRIAGE.

At No. 160, Bluff, Yokohama, the residence
of David Jackson, Esq., on the 25th ult., by
the Rev. E. Champneys Irvine, M.A., H.W.
FRASER, Hongkong and Shanghai Banking
Corporation, 3rd son of the late Alex. Fraser,
Island Bank House, Inverness, N. B., to
MAHEL AMELIA, eldest daughter of Geo. E.
Rice, Esq., of Yokohama.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 7, 1901.

REUTER'S TELEGRAMS.

THE WAR OFFICE.

LORD WOLSELEY CONDEMNS
THE SYSTEM.ACCUSED OF NOT UNDERSTAND-
ING HIS DUTIES.

LONDON, March 5th.

In a debate in the House of Lords on the
administration of the War Office, Lord
Wolseley condemned the system of 1895, by
which the Commander-in-Chief was robbed
of the control, the administration of which
was vested in a civilian. Lord Lansdowne
denied that the Commander-in-Chief had been
deprived of the control, and accused Lord
Wolseley of not exercising his rights of
supervision and of failing to understand his
duties.THE DUKE OF YORK'S VISIT TO
AUSTRALIA.The King has empowered the Duke of
York to confer orders of Knighthood in
Australia.

LAUNCH OF BRITISH WAR-SHIPS.

Two battleships and two cruisers launched
yesterday, hold the launching record by one
day.

THE HOUSE OF LORDS.

The debate in the House of Lords con-
tinues. The scene in the crowded House
is striking, and Peers dressed in the deep-
est black fill the galleries.

WEATHER REPORT.

The Observatory report says:—

On the 7th at 11.55 a.m. the depression is
probably crossing Japan, and the barometer
has risen quickly and is again high in N. China.
Freshening monsoon in S. China, and the N.
part of the China Sea. Forecast:—N.E. winds,
freshening; changeable.

LOCAL AND GENERAL.

THE Boxing Contest between Joe Riley and
Thomas Armstrong, takes place to-night at
the Theatre Royal, City Hall.THE Mortality returns from Macao show that
there were 58 deaths during the week ended
24th February last, compared with 34 for the
week previous.It is reported that the protest entered by the
Japanese Consul against the prohibition of the
landing of the Japanese at Columbia has re-
sulted favourably.THE fortnightly limewashing return for the
Colony dated 4th inst. shows that there were
1860 houses limewashed in the Eastern Dis-
trict, 3436 in the Central, and 3266 in the
Western District.We have received an artistic calendar with a
map showing the Great Salt Lake Route of the
Rio Grande Western Railway, in connection
with the Denver and Rio Grande and Colorado
Midland Railways. The Rio Grande is the
only trans-continental line passing directly
through Salt Lake City. It is described as
"the scenic link between Orient and Occident."THE mortality statistics for the week ended
23rd February for this Colony show that the
deaths per thousand for the whole Colony,
civil population, was 33.5 against 27.9 the
previous week; land population 22.0 against
23.7 the week previous; boat population 30.8
compared with 29.3 the week before; land
and boat population 23.2 per thousand against 24.5
the previous week; the whole Colony, British
Foreign and Chinese, excluding Army and
Navy, 33.6 per 1,000 against 24.6 the week
previous.A RUSSIAN football match was played yesterday
afternoon at the Happy Valley, between the
Club and the Navy. The following were the
teams:—Club: Back—Campbell; three-quarters
—Harman, Beattie, Cowie, and Forsyth; halves
—Stevens and Burke; forwards—Johnson,
Bishop, Clark, Goldring, Hallifax, Loring,
Sandford and Wilson. Navy: Back—Roper;
three-quarters—Royds, St. Clair, Wiltshire and
Goldie; halves—Noble and Shettle; forwards—
Grieve, England, Graham, Gaskill, Palmer,
Bartlett, Walcott and Gibson. A good game
resulted in a win for the Club by three tries (6
points) to one try (2 points).Of the mail-bags sent by the Yokohama Post
Office by the wrecked liner Rio de Janeiro 15
were directed to Honolulu and 113 to San
Francisco, says the Kobe Herald. The Re-
gistered letters numbered 893, of which 209
were addressed to America and 684 to Europe.
The Yokohama Agent of the P. M. S. S. Co.
has a telegram from the head office to the effect
that the Peru will take the place of the sunken
vessel. The Peru is a vessel constructed on
much the same lines as the Rio. The wreck of
the Rio (the Japan Herald notes) will cause
quite a loss to local insurance companies. At
will have been seen, shipments of silk totalling
680 bales, which at the present market price of
the article was worth in the neighbourhood ofTHE Spanish Trans-Atlantic Company is about
to open a service of steamers between Japan
and the Philippines. Two vessels of 2,000 tons
each have been ordered in England for the
purpose. The service will probably commence
within six months.—Japan Mail.THE Colonial Veterinary Surgeon's (Mr. C.
Vivian) Ladd's report for 1900 was submitted
at the Sanitary Board meeting this afternoon.
The consideration of this report was postponed
from last meeting. Extracts of the report
appeared a fortnight ago in our columns.It appears, says the Nagasaki Press, that
there is a possibility of raising the O.S.K.
steamer Tamsui Maru (1,674 tons), which
sank in the harbour of Amoy on the 21st
January last. Several divers dispatched from
Formosa have reported that the vessel is not so
seriously damaged as was at first believed. On
the strength of this report, measures are being
taken by the company to raise the sunken
steamer.THE Foochow Echo attributes the invention of
the following riddle to local talent: "Why
does Mr. Kruger wear boots?" After hazard-
ing the reply "To keep his feet dry," the victim
generally arrives near the right answer, which is
"To keep his feet from getting wet." "To keep
his feet from getting wet"—an answer which has
several times been heard. This of course
would account for the strong suspicion that
Mr. Kruger sleeps with his boots on. It is
evidently not a mere Boer characteristic.J. D. MCALIFF, an American grogshop keeper
in Tientsin, was tried in the U.S. Consular
Court there last week for attempting to murder
two French soldiers by shooting at them with
a revolver. From evidence it appeared, say
Shanghai papers of the 1st inst., the French-
men were guilty of very violent conduct and
tried to bayonet McAliff and other people in
the bar; and that he only fired in self-defence,
boiling a good sized hole in the stomach of one
of his assailants. He was accordingly acquitted.BRITISH shipping at Nagasaki for 1899, accord-
ing to the British Consul, Mr. Longford, shows
decrease, the first, and perhaps principal, being
the diversion of British tonnage to the require-
ments of the war in South Africa and in the
earlier part of the year to the military service
of the United States in the Philippines; and
the second, the influence of the new tonnage
dues. Previous to their existence two or three
ships arriving at Shanghai from Europe with
part cargo for Nagasaki would all have natu-
rally come on to this port. Now the Nagasaki
portion of all is frequently transferred at Shang-
hai to one ship only, so that where two or three
would have entered the port, only one now
does so.LAST night, Bertram the great gave the third
and last exhibition of his extraordinary skill,
in the City Hall. The house was crowded as
usual. Mr. Bertram's wonderful manipulations
of a pack of cards are almost uncanny and were
much appreciated. He also performed with
only slight variations from the method, the
famous mango trick about which there has
been so much discussion at various times. His
trick with coins and in the art of palming were
also very wonderful. Perhaps the best, because
the most apparently incomprehensible, was the
last one with six tin cylinders, from which he
produced a great variety of articles, from billiard
balls to bird cages. Altogether it was a most
interesting and amusing evening, and we hope
that Mr. Bertram will find it worth his while to
pay Hongkong another visit.A LEADING Chinese resident died very sud-
denly at his residence in Park Road on the
evening of the 1st inst., says the China
Gazette, in the person of Ho Sze-kwan, director
of the Nanyang College and Managing Direc-
tor of the local Chinese Railway Administra-
tion. The deceased was engaged, after tiffin,
in writing a memorial to the Throne for Sheng
on the subject of reforms in China, when, as
he is told, he gave a long sigh and fell
dead in the midst of his task, leaving it
uncompleted without sense of the hope-
lessness of such a subject, history says not
though the superstitious natives will doubtless
attribute some such sense to Mr. Ho's sudden
call to the realms where "squeeze" is unknown.
His death created quite a stir in local official
circles, and amongst those who had to call
to verify the truth of the said news was Sheng
Hsian-wei. He had been a confidential adviser
to the late Viceroy Cheng Hsu-seng, Governor
Nieh Wen-wei (of Liang Kiang) and Liu
Ming-Chuan of Formosa fame. He was an
excellent type of the best class of Chinese
scholar unacquainted with the *Opium* cult
or the "plague" of the missionary school,
with a mind singularly free to receive sensible
advice from any rational quarter. His man-
agement of Nanyang College is said to have
been marked with good sense and he handled
Sheng's more confidential and delicate business
with great skill, though he knew no foreign
language. Lately he was invited by Viceroy
Liu to go up to Nanking to assist him in pre-
paring memorials on Reform, and his death is
regarded as a distinct loss to the progressive
mandarin caste as distinguished from the im-
practical so-called Reformers.

CRICKET.

HONGKONG CRICKET CLUB.

The Hongkong Cricket Club will play the
Army, starting at 2 p.m. to-morrow and 11 a.m.
on Saturday.The following will play for the Club:—
T. Sercombe Smith, E. Mast, J. Franklin, R.M.
Capt. Strong, R.M.L.I., L. Mayhew, R.M.L.I.,
Commander Lyne, R.N., D.W. Salter, T. Hooper,
C. P. Hay, Lt. Noble, R.N., H. Mannist, R.N.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour Sir John Carrington,
Kt., C.M.G. (Chief Justice),
and a Special Jury.

March 7th.

HERBERT PRICE, TRADING AS H. PRICE,
AND CO., v. LUN SIN SANG.The plaintiff prayed that the defendant might
be ordered specifically to perform an agree-
ment and to grant a lease to him in accordance
with the terms of the said agreement.Mr. H. E. Pollock, K.C. (instructed by Messrs.
Johnson, Stokes, and Master) appeared for the
plaintiff, and Mr. J. J. Francis, K.C. (instructed
by Messrs. Mounsey and Brutton) for the
defendant.The jurors were Messrs. Thos. Arnold (for-
merly a Denison, J. M. Beattie, F. H. A. Fuchs,
R. G. Shewan, R. K. Leigh, and A. Shelton
Hooper.HONGKONG HIGH LEVEL TRAM-
WAYS CO., LIMITED.An extraordinary general meeting of share-
holders of the above Company was held at the
offices of the Company, 38 and 40, Queen's
Road Central, yesterday at noon. Mr. Hart
Buck occupied the chair, and the others present
were Messrs. C. Ewins and C. W. Dickson
(Consulting Committee), H. Humphreys, J. A.
Jupp, G. Murray Bain, A. H. Mancell, J. A.
Tarrant, R. H. Potts, H. Sutton, J. M. Wong,
and W. C. Taylor (secretary).The Secretary read the notice calling the
meeting.The Chairman said:—Gentlemen! At the last
meeting at which this resolution was passed, I
think I explained fully why we considered the
time had now arrived when we might justly re-
vert to the scale of remuneration which was
decided upon when the Company was formed.
I might, however, add that in 1891, before we
took the general management and financed the
Company through its troubles, another influen-
tial Company was approached on the subject,
and I find on reading the old minutes of meet-
ings that the terms named by them were in ex-
cess of what we now propose. Before putting
the resolution to you I shall be pleased to give
any further information.Mr. Murray Bain might be well, for the
sake of the more shareholders, to give a little
more information about the terms formerly pro-
posed, so as to give some basis on which to
vote. I am one of the original shareholders,
and know pretty well what has happened, but a
great number of the shareholders know practi-
cally nothing of the history of the Company.The Chairman said—I find in the minute
book a report of a meeting held in 1891, at
which Mr. Murray Bain was present and at
which the following terms were proposed to be
charged by an influential legal company ap-
pointed to conduct the general management:—"To receive five per cent. of the gross
earnings; a minimum remuneration of \$2,500
per annum, which will include office clerks, but
not stationary or other charges. In addition to
the above remuneration, this Company to take
one-quarter of the net profits after they (the
net profits) amount to seven per cent., and
one-half after they amount to ten per cent." That,
I think, is as much as it is necessary to tell you.

Mr. Murray Bain—Thank you.

The Chairman then moved that the follow-
ing resolution be confirmed:—"That Article
XII. of the Articles of Association be cancelled
and that there be substituted therefor the follow-
ing article: '12.—The remuneration of the
General Managers shall be a commission of
five per cent. per annum on the gross earnings
of the Company, and in addition thereto an
allowance not exceeding \$5,000 per annum for
office rent and salaries of clerks.'"Mr. Murray Bain seconded, and the resolu-
tion was carried unanimously.The Chairman—I thank you, gentlemen, for
your attendance.THE CHINA FIRE INSURANCE
COMPANY, LIMITED.The Thirty-Second Ordinary Meeting of
Shareholders in the Company was held at the
Company's Offices, No. 3, Queen's Road Central,
Victoria, to-day, at three o'clock in the
afternoon, for the purpose of receiving a State-
ment of Accounts and the Report of the Direc-
tors for the year ending 31st December, 1900.Mr. A. Haupt occupied the Chair, and there
were also present Messrs. N. A. Siebs, D. M.
Moses, G. S. Sharp, H. W. Slade, P. Witkowski
(directors), G. S. Tomlin (secretary), F. D.
Guedes, G. T. Veitch, H. W. M. Silva, J. C.
Peters, R. C. Wilcox, T. H. Reid, C. Palmer, A.
Turner, G. de Champeaux and Chan Fat.The Secretary read the notice convening the
meeting.The Chairman said:—Gentlemen, the
Director's Report and Statement of the Com-
pany's Accounts for the past year having been
in your hands for our three weeks' I will, with
your permission, now take them as read and
proceed to make such remarks upon them as
seem called for. I am pleased to say that the
year 1899 has run off leaving the satisfactory
balance of \$143,412.79 to be dealt with at this
meeting, and with your approval we propose to
apportion this sum as follows, viz: \$120,000 to
shareholders, being the usual Dividend of \$6
per share, or 30 % of the paid up Capital; \$650
to contributors of Premia as a Bonus, an
item which is gradually growing smaller
year by year owing to the fact that
almost all premia is now on net terms; and the
balance, \$23,762.79 to the credit of a
reserve fund, which will then stand at \$4,530.01.
The cases paid in 1900 on account of our 1899
policies were somewhat heavy, but one claim,
that of the unfortunate destruction of the
Hongkong and Shanghai Bank's new pre-
mises at Peking a year ago, will alone account
for \$55,000.00 of the sum paid out. The loss
ratio for 1899 works out at 57.70 % as compared
with 78.38 % for 1898. The addition to our
extra reserve fund will, I feel sure, meet with
your approbation, for this is a fund from
which in the case of a disastrous year's
working you may have to fall back upon
for your dividend, and therefore whilst we have
an opportunity of strengthening the same, I
am convinced that it is a wise policy to do so.Turning now to the Statement of Accounts
there is nothing in the Balance Sheet which
calls for remark except that the item of \$50,000
on mortgage at Amoy has since been repaid.
It may also interest you to learn that the Com-
pany's Surveys have, as usual, reported on
the properties under mortgage to us, and I am
happy to say that irrespective of the recent boom
in land in the Colony, safe margins are shown
in each case on our advances. The Working
Account for 1900 shows a small balance car-
ried forward by \$5,566.57 than the previous year,
but it is hoped that when our liability has
run off it may be found that the profit
exceeds that of the former period and thus
reverse the present position. Premium Account
shows a slight falling off which is accounted
for by the re-insurances being somewhat
heavier this year than last, a precaution on the
right side which will commend itself to you,
and also, no doubt, the trouble in the North
has curtailed our income to a certain extent.
Interest Account shows a steady increase, and
we look forward to an even greater improve-
ment during the current year. Charges and
Commissions show a reduction, which must be
considered satisfactory. Losses are in excess of
those shown in our last Report, not that we can
point to any particularly heavy claim, but rather
to a succession of moderate losses which in the
aggregate total the sum of \$75,452.16. The
claims incurred since the 31st December
amount to \$31,305.55, of which the sum of
\$1,947.68 falls on the 1900 account. At this
point I will commend itself to you, and I will
now conclude by the moving "that the Direc-
tors' report and statement of accounts for the
year 1900 as presented be adopted." After this
has been seconded I shall be pleased to answer
any questions that may be put relating to
business before the meeting.The adoption of the report and accounts
was unanimously carried on the motion of the
Chairman seconded by Mr. Wilcox.The appointment of Messrs. R. Shewan, H.
W. Slade, G. S. Sharp, and P. Witkowski as
directors was confirmed on the motion of Mr.
Turner seconded by Mr. Veitch.The Chairman said:—Gentlemen, I have
the pleasure to announce that the Company's
dividend for the year 1900 has been declared
and will be paid on the 15th inst. at 11 a.m.on the motion of Mr. de Champeaux seconded
by Mr. Peter.The auditors, Messrs. J. H. Cox and W. H.
Potts, were unanimously re-elected on the pro-
posal of Mr. Palmer seconded by Mr. Reid.

had gradually worked its way down, was the power which at that moment was exercising far and away the greatest power and influence in the north of China, and unless some serious steps were taken, it was likely to absorb a very considerable portion of the north of China. He did not think that what was taking place on the banks of the Amur, and Eastern Siberia was almost entirely Chinese, and the Chinese did not seem to be a people that were likely to be absorbed or lost in any other nationality. They were much more capable of absorbing other nationalities. The present tendency seemed to be that China must go, and there was the probability of the state being divided up and foreign powers exercising control over certain portions. Who was the other Asiatic power? Great Britain was mistress of India. The jewel of her Eastern possessions was India, which was threatened seriously by Russia and Russian advances. It was the custom of most writers to ignore the Indian dominions and to take no notice of the fact that Russian aspirations had been for the last century or more directed to the acquisition of the complete Asiatic Continent, India included. We professed to have no interest in China but the interests of trade and commerce. Admitted for the sake of peace and quietness that this reticence was observed, in the minds of all thinking men who had the interests of the British Empire at heart, the fact must prevail, pressing on the conscience, that the further we were parting her for the interests of trade and commerce, we had also on the fire our interests as an Asiatic power, and the danger of the rapid advance which the Russians had made within the last century, the advance which had brought her from the extreme north of Siberia from 100 miles north of the Amur, down into immediate contact with Peking on the south, to the Beijing on the north and the Wall of China in the immediate East. And whatever the actual position in China might be at that present moment, that position was interesting to us and must always remain so, because of the possibilities, the probabilities he might almost say, of Russia, in consequence of the conflict between the European powers, attaining to a position in China and a control over China which might very easily become fatal to all our interests in Asia and a menace to our great empire in India. There were only two good redeeming features at present. China might gather up and hold her own, as we might say Japan was at the present time doing. Consider what Japan had done during thirty years. His own opinion had been that the Chinese were physically and mentally a far superior race to the Japanese, although the latter were in possession of many good qualities that were absent in the Chinese character. The Chinese were a superior race and in the long run they would play a bigger part in the affairs of the world. It was probable that China might be able to defend herself, and to place a barrier against Russian advances, then India was safe. It was also to be borne in mind, considering the present position, that Japan, which was a great power in these waters, had the very greatest interest in opposing the advance of Russia; that Germany, whether or not Germany was more or less friendly to Russia, gained by playing into the hands of Russia to a greater or less extent. Germany had solidly established herself in Slang Tung and had endeavored to establish her trade and commerce in the Far East and would have a definite interest in opposing Russian Advance. There was also to be borne in mind the fact, that the United States, the most powerful of all nations had established herself in the Philippines. There was Australia, devoted to military pursuits, who would form, in a short time, a most effective reserve for British power and authority in the Far East, and who were likely to support British interests not merely out of sympathy, as they had for their own protection the greatest possible interests in resisting Russian advance, on the south of China or on India, because Russian control over Asia would be a very serious menace to Australia.

He had taken so much time to put into words certain thoughts which had been gathered together in his mind in the last few years in consequence of the study of certain subjects; his listeners might say "Well, that is what you think but we think otherwise." Everyone had a right to think precisely as their own judgment led them. If he had spoken dogmatically on the subject he apologized for it; if he had given any one of them any fresh matter for their consideration he would have done far more than he had expected to do. (Loud applause.) Mr. Pollock then addressed the meeting. He said he was sure he only voiced the opinion of them all when he said they were extremely indebted to Mr. Francis for the very careful exposition which he had given to them of the situation in the Far East. (Applause.) He was very glad indeed to hear the statement which Mr. Francis made on behalf of the Chinese and to hear the way in which he spoke of the good order and government which prevailed almost universally throughout the Chinese Empire (Hear, hear.) He considered he was quite justified in saying that if any country in Europe had been so hard-pressed as the Chinese nation had been lately, there would have been a greater degree of disorder, in proportion, than they had recently witnessed in the Chinese empire. (Hear, hear.) What he should like to suggest to them for their consideration was this—that Great Britain and the other chief commercial powers in the Far East had themselves a very great interest, quite as great an interest perhaps as the Chinese, in the preservation of the integrity of the Chinese empire. He was very glad to read the other day the Anglo-German agreement with regard to China. From this it appeared that Great Britain and Germany were agreed that no further inroads should be made upon Chinese territory, and the only regret which he felt was that the Japanese and the Americans were not also signatories to the treaty. (Hear, hear.) He believed, from what he could understand, that Japan and the United States had in principle adhered to the treaty, but it seemed to him it would have been a good thing and would have tended to the preservation of peace and good order in the Far East, if Japan and the United States had been signatories to the treaty. (Hear, hear.)

AT THE MAGISTRACY.

THE TWO HIGHWAY ROBBERS IN CUSTODY.
We have now pleasure in reporting that the perpetrators of last Sunday afternoon's robbery on the Bowen Road are both in the custody of the police.

Yesterday we reported that one was captured with three other Chinamen loitering about very suspiciously in the vicinity of Sunday's outrage. The two Indian detectives who effected this smart capture are Nos. 575 and 576. Inspector Cuthbert captured the remaining robber this morning. He told the man in custody to point out his accomplice and it was practically no sooner said than done for the prisoner took the police down to a house in Wanchai and pointed out a man as being his assistant in the robbery. This man said "I did not do it," went along with him and the police followed him to the admission of being

the right men have been arrested. Another point against him is that the pawn broker who received the gold chain and the watch for \$150 identifies the second man as the one who pledged the goods, although the victim of the robbery, Mr. Esrom, fails to identify him. This latest capture is named Li Hing, the man who was arrested by the Indians being called Wong Hoi.

It is lucky that the police have effected a capture at all, but their manner of doing things shows the robbers to be fresh hands at the game.

These two men were charged before the Magistrate to-day with robbery with violence, and the other three men were charged with being rogues and vagabonds, having been found loitering about in a suspicious manner. The prisoners were remanded.

ARMED ROBBERY.

The four men who were remanded sometime ago on charges of armed robbery, stealing \$250 from a shop in Kowloon City on the 22nd of February last, were brought by Inspector Macdonald before Mr. Hazeldan again to-day. The defendants were armed with revolvers and four out of seven were captured. Mr. Robinson was for the third defendant. The case was remanded.

THE USES OF VERANDAHES IN HONGKONG.

At the meeting of the Sanitary Board this afternoon, a letter from the Colonial Secretary (Hon. J. Stewart Lockhart) dated 28th Feb., was submitted.

He enclosed a copy of a letter from the Hon. D.P.W. together with its enclosure, and a minute by the Hon. W. Meigh Goodman (Attorney General) and he pointed out that though the law in question prohibited the use of verandahs as store-rooms, living rooms, kitchens etc., it was evident to anyone observing the houses in Queen's Road West that this prohibition has been neglected. His Excellency the Governor wished to obtain the opinion of the Board, on the question of partitions in verandahs. It was obvious that verandahs without partitions would decrease the safety and destroy the privacy of houses in a row, and would probably be insanitary as preventing windows being opened at night; while the argument of the additional facility in case of fire had little weight, for if there were no balconies it would not be possible to pass from one house into the next.

The following minutes were appended:—
Dr. Clark:—The law prohibits the use of verandahs over Crown Land as "bath-rooms, urinals, waterclosets, sleeping apartments, store rooms or cook rooms (Ord. 4 of 1898) and during 1900 no less than 81 prosecutions were instituted by me for offences against this law. Seventy-one convictions were obtained and penalties to the amount of \$107 recovered. Nine cases were withdrawn owing to a flaw in the summonses, but a verbal order was made by the Magistrate for compliance with the law. In the remaining case the defendant absconded.

With regard to the use of verandahs as living rooms the law does not specifically prohibit this, and no objection has ever been taken by this department to a table or chair or two on the verandah. As to the partitions I think that solid party walls should be allowed to a height of seven feet, so as to secure privacy, and that the rest of the partition should be of iron, brass or lattice work at least two thirds open.

Dr. Hartigan:—It will be impossible to prevent the improper use of verandahs by Chinese so long as verandahs are allowed at all. I agree with the M.O.H. regarding partitions.

Mr. E. Osborne:—Enforced existing regulations but do not start any new crusade in regard to verandahs. The partitioning does no harm and should be allowed. There are many other and greater evils that need our attention.

Mr. Chan A. Fook:—I agree with Mr. Osborne.

Mr. Fung Wa Cheung:—I agree with Mr. Osborne.

Hon. R. D. Ormsby:—Discuss at next meeting.

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

The Statutory Meeting of the above Company was held at the Company's Office, 20, Des Voeux Road, to-day, the 7th March, at 10 a.m.

The Chairman said:—Gentlemen, as you are aware, this is only a formal meeting required by law to be held within four months from the registration of a company. I may tell you, however, that the company has been doing well. The new boat we are building will be ready soon when I hope we shall be in a position to meet the requirements of our supporters. Thank you for your attendance.

SANITARY SURVEYORS REPORT.

The report of the Sanitary Surveyor (Mr. J. J. Brvan) for 1900 was submitted at the meeting of the Sanitary Board this afternoon. Plans had been passed by him during the year for the drainage of 643 houses. The plans of 464 were carried forward from 1899 making a total of 1107 in hand during the year. The drainage of 333 houses had been completed and plans for 43 had been cancelled, leaving 741 carried forward to 1901. In addition, notices for repairs or additions to the drainage arrangements of 183 houses were carried forward from 1899, and new notices were received for 332, making a total of 535 for the year. Of these 388 had been completed, leaving 147 to be carried to 1901.

The drainage of 168 houses had been opened out and reported on. Of this number five required re-construction, 111 amending, and 52 were found to be in order. Notices had been served on 116 owners calling upon them to do the work.

As stated by Mr. Drury in his report last year, the redraining of old houses was then practically completed and the 168 houses above were those of which he had received complaints from Inspectors of Nuisances, or had on personal inspection thought desirable to open out.

In addition, 576 houses had been inspected by himself or the Drainage Inspector, with the result that minor drainage defects had been served in 1889 instances. Notices had been served in each case to carry out the necessary work. 282 Nuisances had been reported to the M.O.H. and 73 to the Hon. D. P. W. to be dealt with by them.

He then dealt with water closets, and reported that certificates had been granted during the year for 320 new houses and 2 additions, certifying that they were in accordance with the provisions of Section 74 of Ordinance 24 of 1887.

An extension had been made to Caroline Hill Cemetery.

The penalties inflicted for drainage Nuisances on private premises were \$775; for failures to comply with order of magistrate, \$450; for breaches of Drainage Byelaws, \$75, and for unauthorized persons carrying out drainage works, \$225, amounting altogether to \$1565.

THE SALE OF RACE PONIES.

The following Race Ponies and Hacks were sold by Messrs Hughes and Hough yesterday afternoon:—

1—Rascal	20
2—Woodpecker	30
3—Orinoco, Polo Pony, ch. g.	15
4—Woodcock	10
5—Commonwealth	10
6—Pilgrim	10
7—Miser	150
8—Polka	110
9—Colonist	140
10—Strategist	125
11—Taranula	120
12—St. Andrew	110
13—Dingo, Bay Australian gelding, winner of the "Encouragement Stakes" and "Open Steeplechase"	250
14—Emu, Dun Australian gelding	150
15—Ting, Ch. pony	150
16—Kingfisher, Ch. pony	100
17—Kowloon	55
18—Farwell, Black waler, ran prominently at the Races.	430
19—Deep Bay, Bay waler	200
20—Castle Peak	150
21—The Doctor, Brown China Pony, ran prominently at the Races	410
22—Sandstorm, Dun China Pony	140
23—Thunderstorm, Bay do	140
24—Tuba Rose, Grey do	160
25—Interrogation	115
26—Black Pony	65
27—Rheingold, winner of the "Garage" and in the "Derby" and in the "Champions"	550
28—Aigold, winner of the "Lucky Cup"	300
29—Fame	290
30—Mentor, winner of the "Jockey Cup"	380
31—Kismet, winner of the "Maiden Stakes" and "The Hongkong Derby"	1200
32—Grey Hack, (waler), withdrawn.	410
33—Cheeknut Hack, (waler), withdrawn.	410
34—Hoodoo	410
35—Modder, Chestnut China pony, withdrawn.	410
36—Queen Bess, Black Australian	265
37—A Bay China pony	No bid
38—Blossoming Rose	250
39—Favorite Rose	250
40—Confederation	200
41—A Derby Griffin	260
42—A Cream Australian pony	40
43—An Arab Horse	95
44—A Country bred pony	60
45—Defence	320
46—Battle-axe	200
47—A White China pony, withdrawn.	200
48—A Bay gelding	100
49—A Grey China pony	60
50—Minor	80
51—Fugo	230
52—Donner	450
53—Huron	400
54—Herald	140
55—Edelweiss	155
56—Tig Bits, dun China pony	150
57—Crusader, (bay waler)	150
58—Blazer, (waler)	270
59—A China pony, withdrawn.	170
60—Thistle	100
61—Adler	100
62—Chestnut Pony	35
63—Radwick	200
64—Lincoln	260
65—Belvoir	280
66—Croxton, winner of the "Nil Desperandum" and placed a number of times during the meeting	330
67—Desespoir	152
68—Blitz	400
69—Saddler	35
70—Brown Horse	155
71—A Polo Pony Cocktail	25
72—Boxer	350

FAREWELL OF THE DALLAS COMPANY.

Never before has a theatrical Company had the season in Shanghai that the Dallas Musical Comedy Company brought to such a successful conclusion last night at the Lyceum. Playing twenty-five consecutive nights, commencing Sunday, and producing during that time some of the greatest of modern Comic Operas, there has not been a night when the signs "standing room only" or "house full" have not had to be posted early in the evening. Surely this shows the appreciation of the theatre-going public for the work done by the combination during its stay here. It must be acknowledged that the general average is very much above that of any other company which has ever appeared here. When added to this personal factor is considered that in dressing and staging neither trouble, expense nor taste has been spared; the secret of the success achieved is not far to seek.

According to announcement, the piece selected for making the final bow was the "Fringed Maid" one of, if not the, most popular of the plays they have produced. And with a packed house, full to a great extent of those who during the season have come to appreciate to the fullest the ability of the actors, there was little reason to fear that the performance would lack anything. Nor did it. Those on the stage have never been seen to better advantage, albeit the crowds which have interfused greatly with the singing were still in evidence. The singing was good, the choruses were resounding, and the action went off with a go which made every line complete. On the other side of the foot-lights, also, nothing better could be desired. Every hit was greeted with thunderous applause, and as the well-known songs were heard for perhaps the last time it was difficult for the artists at times to proceed, so loth were their hearers to be satisfied. Flowers were much in evidence during the second act, the principal ladies receiving these tokens in numbers from their admirers amongst the audience. The action of the piece has already been described in these columns, and besides, this was a secondary matter last night.

Upon the fall of the curtain on the concluding scene, the "thunders of applause" rendered imperative a leave-taking of some sort. The curtain was therefore again raised, and Mr. Dallas, still in his costume, stepped forward, and in a few well-chosen words thanked the public for the support which it had given him, reminding them that they had proved to be a long held, that Shanghai was a very good town for showing, and that they would well reward the manager who brought out a large, and as he had been told by some of the residents, a good company. He assured all that he and all the members of his company felt grateful for the kindness which had been shown them, and that they would all look forward with pleasure to the possibility of paying another visit here. He concluded by saying that he had made arrangements for opening here with another, and he hoped better, company in April next, so that he would not say "good-bye" but "see you again."

JAPANESE SUGAR REFINERIES AND HONGKONG.

We take the following extracts, referring to the sugar industry in Japan, from a long and valuable report on the trade of Nagasaki for the year 1899, by Mr. J. H. Longford, the British Consul at that port:—

"The import of sugar into Nagasaki in 1899 amounted to 236,826 cwt., valued at £157,569. These figures show a decrease of 405,148 cwt. and of £267,028 in value as compared with the import in 1898, and of 103,988 cwt. and of £53,150 in value as compared with the import of 1897. In addition to the import into Nagasaki in 1899 there was also a small direct import into the port of Kuchino-shu. Taking the standard of value, sugar holds the second place among the imports of Japan, yielding precedence only to raw cotton, and very considerably surpassing the aggregates of cotton or woollen manufactures, metals, or machinery. Its consumption is keeping pace with the steadily advancing standards of comfort and luxury among all classes of the people, and is yearly increasing, and it may be confidently expected to continue to do so. The whole quantity has grown in fifteen years from an average of less than 63 lbs. per head of the population to one of over 12 lbs. at the present time, but even the latter figure still represents a low standard as compared with that in Western countries. It is in the higher grades that the increase in consumption may be most confidently expected. Its import has been a most valuable item in the trade with Hongkong, but its continuation is now very seriously threatened. Two large refineries have been established at Osaka and Tokyo capable of turning out in the aggregate about eighty tons of refined sugar per diem, and both have financially been so eminently successful as to warmly encourage the continued development of this industry in Japan under prospects that every year are more and more brightening. At the present time the establishment of a third refinery on a large scale is being promoted at Wakamatsu, close to the rising port of Noshiro, in the north-west of the island of Kyushu, a locality which is in every sense most favourably situated for the industry. Labour is plentiful; there is an excellent supply of good water, an important item in the industry, while its proximity to the principal coal districts of Southern Japan not only ensures cheap fuel, but also cheap carriage of raw material from abroad, as freights will be low to a place from which full return cargoes of coal at remunerative rates can always be relied on. Local refineries are also largely favoured by the new Customs tariff. The present tariff will continue in force for a period of twelve years from 1899, at the end of which Japan will obtain absolute tariff autonomy. Since in the interim the local industry develop to a degree which will promise to supply the entire needs of the people, it is not unreasonable to assume that further assistance will be demanded from and given to it by Government in increasing the present duties. At Hongkong all raw material has to be imported, but its import is untaxed, and freights on it are, owing to its closer vicinity to growing districts, cheaper than to Japan. Labour is much cheaper, and management of large undertakings by Europeans is more economic and infinitely more efficient than by Japanese. These are the sole advantages possessed by Hongkong in this industry as compared with Japan. They will—while they continue—perhaps enable it to compete successfully with Japan in neutral markets; but, as to Japan itself, the local refineries now enjoy a clear margin of 30 to 35 per cent upon refined sugar of the first and of 40 to 45 per cent of the second or higher grade, and this is already quite sufficient to turn the scale in their favour for every pitiful that they are able to produce. In addition to these existing, or prospective advantages enjoyed by the native refineries, methods of pushing their business have been adopted which are well calculated to bring their products into favour and notoriety among consumers. The competition, that is now not threatened but an actual factor, is of a much more formidable nature than any Hongkong has heretofore encountered, and either energetic measures must be taken to combat it, or an entirely new line of action struck out.

There, on one way in which it may be counteracted, or free from risk; but, on the other hand, might not only prevent the loss of what share has already been attained, but secure a full share in the increasing market of the future. That is, to establish branch refineries in favourable localities in Japan itself. The new treaties give the right to do so in any part of the Empire that appears suitable, restrictions that now exist in the acquisition of real estate, in perpetuity or for sufficiently long periods to justify the erection of expensive buildings and manufacturing plant, seem likely to be removed by the legislation that the development of a more liberal spirit among the Japanese people is now promoting, and though such enterprises on the part of foreigners in Japan would have to encounter many difficulties from an organized opposition on the part of the native competitors already in the field—one that would not always be conducted on strictly legitimate lines—this might be counteracted to a large extent by a liberal admission of Japanese shareholders, and the superior economy and efficiency of European management should in themselves go a long way to atone for all other disadvantages. The experiment is a risky one, but the possible rewards may be sufficient to justify its contemplation, and it is far less speculative than many for which funds are yearly found in abundance in Eastern European settlements.

The new import tax on sugar to be levied in Japan will no doubt greatly benefit the Hongkong Refineries for the time being. Large quantities of sugar continue to be shipped from Hongkong to Japan, and the protective duty will no doubt considerably enhance the price in Japan. It must, however, be borne in mind that the chief markets for the Hongkong Sugar Refineries are Australia and India, and it is extremely unlikely that the Hongkong Refineries will ever contemplate starting in Japan. The proposed duty in Japan, would be strongly against any departure of the Hongkong Companies in this direction, Hongkong itself being a free port. In the meantime it is for them to continue shipping to Japan all they can.

THE PLAGUE.

Number of cases reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of cases reported to date: 36

Number of deaths reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of deaths reported to date: 36

Number of cases reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of cases reported to date: 36

Number of deaths reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of deaths reported to date: 36

Number of cases reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of cases reported to date: 36

Number of deaths reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of deaths reported to date: 36

Number of cases reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of cases reported to date: 36

Number of deaths reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of deaths reported to date: 36

Number of cases reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of cases reported to date: 36

Number of deaths reported (Chinese) 32
up till noon of the 6th
March, 1901
Other Asiatics 0
Europeans 0
Total number of deaths reported to date: 36

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1899.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.
WEATHER REPORT.
On date at 4 p.m.
Barometer 30.14
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

Thursday, 7th March, 1901.

Chinese—17th of 1st moon of 27th year of Kwang-su.

Sun—Rises 6hr. 18min.

Sets 6hr. 42min.

High water—Morning 11hr. 43min.

Afternoon 11hr. 0min.

Low water—Morning 5hr. 5min.

Afternoon 4hr. 55min.

ANNIVERSARIES.

1836—Chinese Fire Brigade organised in Hongkong.

1874—Burning of Coomassie and flight of King Koffie.

1894—Ocean Coal's steamer *Tantalus* stranded off Table Island; afterwards got off much damaged.

1897—Suicide of Mr. R. Fanth near Yokohama.

1899—British Minister visits Tsungli Yamen in support of Italian Claim.

1900—Prince Waldemar of Denmark arrives at Fouchow on his Yacht the *Valkyrie*.

TO-MORROW.

Friday, 8th March, 1901.

Chinese—18th of 1st moon of 27th year of Kwang-su.

Sun—Rises 6hr. 17min.

Sets 6hr. 3min.

High water—Afternoon 11hr. 20min.

Afternoon 11hr. 20min.

Low water—Morning 5hr. 3min.

Afternoon 4hr. 35min.

ANNIVERSARIES.

1801—Battle of Aboukir.

1844—Bernadotte, King of Sweden, died.

1854—Commercial treaty between United States and Japan concluded.

1860—A defiant reply given by China to the ultimatum of the Allies.

1868—Steamer *Volga* lost.

1887—H. E. Chang Yin Hun appointed Chinese ambassador to the Diamond Jubilee.

1898—Russia demands lease of Port Arthur and Talienwan on same terms as Kiaochow.

1899—Lord Charles Beresford returns to England from the Far East.

1900—Duke of Westminster sells his Racing Stud, "Flying Fox" fetches 37,500 guineas.

AGENDA.

TO-DAY.

9 p.m.—A Grand Boxing Contest at the Theatre Royal.

Cargo ex *Donny* subject to rent.

TO-MORROW.

Daylight—N. Y. K. steamer *Kawachi Maru* leaves for Marseilles and London via Singapore etc.

(About)—P. & O. S. N. steamer *Malacca* leaves for London.

3 p.m.—Public Auction of Property by Mr. G. P. Lammert at his Sales Rooms Duddell Street.

Cargo ex *Alorasia* subject to rent.

SATURDAY, 9th.

Daylight—D. & Co.'s steamer *Thales* leaves for Swatow.

Noon—Ordinary Annual Meeting of the Shareholders of the Hongkong Rope Manufacturing Co. Ltd. at their offices.

9 p.m.—Grand opening night of the Dallas Company at the Theatre Royal.

SHIPPING AND MAIL

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. Thompson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 8th Mar., at Daylight.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU T. Mural	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU W. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY, and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG Frosch	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	8th March. Freight.
SAVOIA Behrens	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 23rd March. Freight and Passage.
MARBURG v. Binter	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 30th March. Freight.
SIDIRIA Jacobs	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th April. Freight and Passage.
BAMBERG Jacobs	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 10th April. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to
CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.	

THE Twin Screw Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

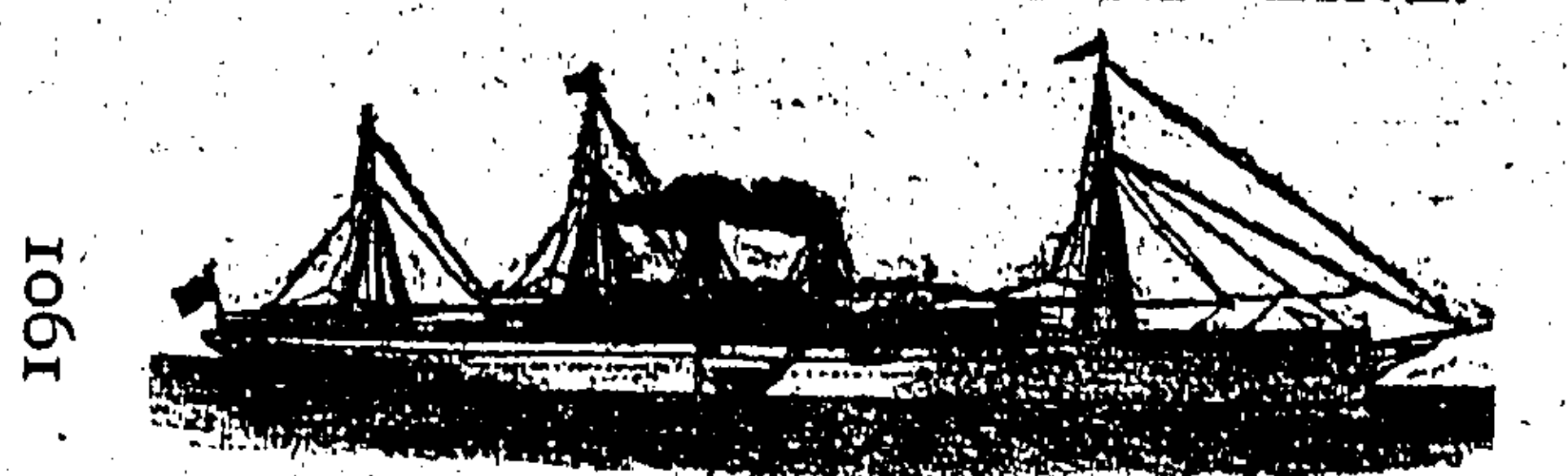
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th February, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH and LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent,
Hongkong, 2nd March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.	
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th April, at Noon.	
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.	

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Victoria	3,502	J. Panton	Mar. 8
Glenogle	3,750	W. Frakes	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.

Hongkong, 4th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle 5,023 | Saturday | Mar. 30

THE Steamship

"STRATHGYLE,"
will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 20th February, 1901.

NOTICE

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their Voyages.

HONGKONG, 20th February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and MANILA	"SUNGKIANG"	8th instant.
MANILA	"TAIYUAN"	20th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	10th instant.
"	"TANTALUS"	19th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENTOR"	2nd April.
LIVERPOOL (DIRECT)	"IDOMENEUS"	16th April.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	About 13th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 6th March, 1901.

IMPERIAL GERMAN MAIL LINE. AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA.

THE Imperial German Mail Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outwards German Mail about FRIDAY, the 8th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 4th March, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship.

"THALES"
Captain Robson, will be despatched for the above Port, on SATURDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 6th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship.

"MAIZURU MARU,"
Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th February, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"PERLA"
Captain R. W. Almond, will be despatched as above on MONDAY, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 5th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship.

"KUMSANG,"
Captain Buller, will be despatched as above on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship.

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th February, 1901.

FOR NEW YORK VIA PORTS AND SUZ CANAL.

With Liberty to call at MANILA. THE Steamship.

"GYMERIC"
will be despatched for the above Port, on or about the middle of March.

For Freight, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 28th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship.

"AKASHI MARU,"
Captain K. Suduki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 28th February, 1901.

Notices of Firms.

NOTICE.
WE have This Day authorized Mr. P. C. H. POTTS to SIGN our FIRM.

BENJAMIN, KELLY & POTTS.
Hongkong, 6th March, 1901.

NOTICE.
MR. OSWALD DYKES THOMSON has This Day admitted a PARTNER in my Practice, as a SOLICITOR, PROCTOR and NOTARY PUBLIC, and such Practice will henceforth be carried on under the Style of

"STEPHENS & THOMSON."
Dated Hongkong, 1st March, 1901.

271c MATTHEW J. D. STEPHENS.

To be Let.

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.
Apply to
J. W. NOBLE,
Hongkong, 6th March, 1901.

TO LET.
"STONY BROOK COTTAGE," (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 3, Possession on 1st APRIL, No. 6, Immediate Possession. Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 28th February, 1901.

175c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1898.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL and PROVISION MERCHANTS, NAVAL CONTRACTORS and GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

THE LOSS OF THE STEAMER

"ASHTON."

By the S.S. *Yinsen Maru*, which reached Yokohama from the North on the 23rd ult., says the *Kobe Herald*, there arrived Capt. House, the chief officer, Mr. C. Vickers, and 29 men of the wrecked British steamer *Ashton*, concerning which some particulars have already been published.

Mr. Vickers, the chief officer, when seen by a *Japan Herald* representative, said the *Ashton* was bound from Muroran to Hongkong with a cargo of coal when at a quarter to one on the morning of the 15th ult. she struck a rock off Oma, Aomori-Ken, and settled down with the stern alone above water, ten minutes later. The weather was pitch dark at the time with the snow falling, which helps to explain the accident. All the boats except one were stove in by the heavy seas which swept the decks, but the entire crew managed to get safely away in the surviving craft, though they had to escape just as they were when they left their bunk without an ounce of extra clothing and minus all their private belongings which went down with the ship. It is not true, as hitherto reported, that the boat was swamped. The men pulled about four miles to a bay about three miles from the village of Oma, and landed some forty yards from the shore on some rocks whence they had to wade to the beach. The unfortunate mariners had by that time reached the limits of their powers of endurance, and had the strain lasted much longer they would have been forced to succumb. Their plight, even then, was sufficiently desperate. They were half naked for the most part, and had to make their way with extreme difficulty through the snow which often reached to their middle. Finally they found a fisherman's hut where they made a fire and stayed until daylight. Later they were found by the Japanese who treated them very well indeed, though for the first day their only food was rice. Later, however, they managed to get aboard the *Ashton*, when they rescued some of their own supplies which helped to make their position more endurable. The *Ashton* was then lying 30 degrees by the head, with the bottom almost entirely knocked out of her.

THE JAPANESE GOVERNMENT'S TAXATION PROPOSALS.

The Committee of the House of Peers appointed to consider the bill regarding increased taxation rejected the bill by a large majority on Monday, the 25th ult. The bill was to be brought up for debate in the House on the 26th; but the debate was postponed till the next day at the earnest request of Marquis Ito, Premier. It is believed that if the Upper House endorses the attitude of their committee towards the bill, the Imperial Diet will be suspended. It is reported that Marquis Ito was received in audience by His Majesty on the 26th ult., when the Premier appealed for the Imperial sanction regarding the action to be taken against the Diet.

The *Osaka Mainichi* reports that 264 members out of 300 in the House of Peers are opposed to the bill.

NOTES FROM THE NATIVE PRESS.

(From the *Mercury*.)

SHANGHAI, March 2nd.
It is rather remarkable that the *Shen Pao* and *Chung Wai Yeh Pao* all chronicle the receipt on the 7th of the 1st moon of a nine sectioned edict, but refrain from printing the 9th section, the most important of all, viz. that referring to the punishment of the authors of the troubles. The *Su Pao* gives it in full. Over one hundred names are said to be down on the Black List of the Allies.

The same paper devotes its leading article to the subject of the punishment of the chief offenders in the recent debacle. Each succeeding decree has been severer upon them, till even the dead are not exempt, their posthumous honours being recalled, if they were guilty of encouraging the Boxers. All this is excellent, says the editor, but how much better would it not have been if the Court and its Ministers had thought of all this earlier! As the Emperor said: The natural ability is alone sincere. Why then did they not long ago see through the error of Boxerism—now the Court is reduced to such straits, that they are no longer free agents, they cannot rely on the mountains and streams, so that possibly even rooting place big enough for a few hoes will not be any longer sure. As to any hope of aid by a Russian alliance that has long been seen to be vain by the knowing ones, for even if such an alliance did exist, a turn in affairs would leave us once more in the same predicament. To act late is not so good as to act early, to act willingly is better than after constraint is applied. We now hear that a supplementary list of offenders is being prepared of large proportions, including also certain official families. Whereas formerly only offenders of Boxer were named now the list covers Taoists and officials implicated in provincial missionary cases. Considering their crimes their death should not be much deplored, and the Government is foolish if it delays the peace by trying to shield these culprits, thus leading foreigners to say that China will never turn from the error of her ways save by the application of military force. Besides, this silly shuffling will seriously handicap us in all future intercourse with foreign nations. In 1862, the 1st year of T'ung Chih, the Viceroys of Yunnan and Kwangchow, T'ung Hsing-chun and Wang Chen of Hunan province, the missionary case involved both England and France. The English indemnity has been fixed at 15,000 taels. The French demands are not yet settled. Chang Chih-tung, although otherwise in good health, is said to be getting stiff in the joints so that he kneels with difficulty on his account. On New Year's day he did not leave his yamen. It was reported that the Japanese Consul at Shanghai, Mr. Goto, had been killed.

The *Su Pao* hears that the Allies have asked for the punishment of over seventy more officials, chief of whom is Ho Nai-ying, in Hang Chen of Hunan province, the missionary case involved both England and France. The English indemnity has been fixed at 15,000 taels. The French demands are not yet settled. Chang Chih-tung, although otherwise in good health, is said to be getting stiff in the joints so that he kneels with difficulty on his account. On New Year's day he did not leave his yamen. It was reported that the Japanese Consul at Shanghai, Mr. Goto, had been killed.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Lightwood, B.
Lynch, J. A.
Lynch, F. B. S.
Lanz, L.
Lescher, T. E.
Meissner, T.
Mackchnia, W. E.
McWilliams, Miss
Montilla, B.
Martinez
Murdalchal, C. S.
Mills, Mrs. I.
Marshall
MacLaren, J. W. B.
Maxwell, C. M.
McGowan, G. G.
McGowan, P. M.
Munroe, W. C.
Murray, D.
McNab, J.
Meggine, Mrs.
McDonough, T.
McDonnell, J.
Murray, J.
MacDonald, H. G.
Mauwaring, H. G.
Moon, T.
McGuire, Mrs. A.
Nicholson, H. J.
Naval, F. F. R.
Cros, Miss
Norris, A.
Overbeck, G.
Orejas, E.
Pauding, G.
Pascual, F.
Patton, M. J.
Prath, L.
Paulina, A.
Peredo, F.
Preston, P. H. H.
Phillips, A. H.
Pennefather, Capt.
Pellet, J.
Reid, J. G.
Rosenberg, M.
Robinson, Miss.
Roper, R.
Reitz, S. C. B.
Radener, R.
Reing, R.
Reynell W.
Reau, Madame.
Reno, L.
Richard, Mrs. A. E.
Samborn, F. G.
Schilling, G. M.
Sundt, H.
Susuki, S.
Soares, E. P.
Siu Chun
Sin Ore Seng
Shewan, S.
Scheffer, T. F.
Slatton, C. T.
Simpson, T.
Singh, A.
Samuel
Sanches, C.
Sahuberg, R.
Sentance, M. A.
Simpson, C.
Tianafyllides, T.
Tokey, F.
Tredory, J.
Thompson, A.
Upton, G.
Upham, M. U.
Walters, A.
Weston, C.
Walton, Miss.
Westcott, Mrs. H.
Whinnier, T. C.
Wernedo, G.
Woods, Dr. A. H.
Wolfe, Dr. W.
Wilson, H.
Wickens, H. W.
Walker, H.
Wedell
Wilton, E. C. C.
Worthington, C.
Weedon, G.
Ward, C. W.
Wheate, W. E.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 13th December, 1900. [20]

THE NEW FRENCH REMEDY, THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In order, the purchaser should state which of the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16]

JUST ARRIVED. GENUINE CHERRY WATER, ACHTES SCHWABZWAEDER KIRSCHWASSER.

\$2.50 per Bottle. H. RUTTONJEE, 21, D'Aguiar Street and 21 & 23, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [14]

CLARKE'S B-1 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years in boxes, 4d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

CLARKE'S B-1 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years in boxes, 4d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

CLARKE'S B-1 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years in boxes, 4d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

CLARKE'S B-1 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years in boxes, 4d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

CLARKE'S B-1 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years in boxes, 4d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln.

Intimations.

NOTICE.

ALL OUTSTANDING ACCOUNTS against the Undersigned must be presented for PAYMENT not later than NOON, on SATURDAY, the 9th instant. HECTOR W. SAMFSON, Room 74, H.K. Hotel, Hongkong, 4th March, 1901. [28c]



1901-1902.

SEALED TENDERS in Duplicate will be received at the R.N. HOSPITAL until 4 P.M. on the 15th March, 1901, from persons desirous of supplying BEER, MUTTON, FOWLS, BREAD, PURE COW'S MILK, AERATED WATERS, ICE, and other Provisions and Necessaries for the year ending 31st March, 1902. Sealed Tenders in Duplicate will also be received for the HOSPITAL WASHING, and for COAL (Akaiki). Printed Forms of Tender and further Particulars can be obtained at the R.N. Hospital. The Right to reject the Lowest or any Tender is reserved.

THOS. BOLSTER, Dep. Inspector-General, R.N. Hospital, Hongkong, 5th March, 1901. [290c]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the premises of the BANQUE DE L'INDO-CHINE, and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accepts no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINQUAQUE, Acting Manager. Hongkong, 26th February, 1901. [250c]

MADAME ZARIA. FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 5 P.M. at the Annex to THOMAS' GRILL ROOMS, Room No. 15, Second floor, Hongkong, 6th March, 1901. [296c]

NOTICE. REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to Messrs. JOHNSON STOKES and MASTER, 12, Queen's Road Central. Hongkong, 15th February, 1901. [207c]

NOTICE. TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JERSEY for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents. Hongkong, 13th February, 1901. [300c]

THE BRITISH NORTH BORNEO CO. APPLICATIONS are invited for the POSITION of SUPERINTENDENT OF PUBLIC WORKS AND GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible. GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th January, 1901. [124c]

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANO-FORTE to LADIES and CHILDREN. Terms very Moderate. Enquiries by Letter, care of OFFICE of This Paper. Hongkong, 17th January, 1901. [80c]

NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. SOLE AGENTS. H. RUTTONJEE, 21, D'Aguiar Street and 21 & 23, Elgin Road, Kowloon.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1901. [17]

SIEN TING, SURGEON DENTIST, No. 14, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1900. [19]

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

UNTOUCHED BY HAND. MELLIN'S FOOD. FOR INFANTS and INVALIDS. When prepared it is similar to Breast Milk.

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central. Head Office—TOKIO. Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies—Miiki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshimoto Coal Mines, Ohnora Coal Mines, No. 1, Ohtsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yamano Coal Mines, Yamano Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Miike Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company, Mitsui Bussan Kaisha, M. FUJISE, Manager. Hongkong, 11th December, 1900. [13]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST. 40, QUEEN'S ROAD, Watson's Building. Hongkong, 30th April, 1900. [41]

NEW GOODS. PLENTY IN HAND. JAPANESE CURIOS. D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 30th April, 1900. [41]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

Now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTISED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality. Hongkong, 22nd September, 1900. [40]

KANANGA OF JAPAN. RIGAUD and Co. PARIS. Kananga Water, the most delightful Toilet Water, tenderly perfumed, relieves mosquito bites, and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery. RIGAUD'S KANANGA EXTRACT, RIGAUD'S WHITE ROSE, RIGAUD'S MELATI EXTRACT, RIGAUD'S IZORA D'AFRIQUE EXTRACT, RIGAUD'S LILY OF THE VALLEY EXTRACT, RIGAUD'S YLANGYLANG EXTRACT, RIGAUD'S BANYAN EXTRACT, RIGAUD'S JASMINE or Chamotte EXTRACT, 9, RUE VIVIENNE, 9, PARIS.

DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central. Hongkong, 3rd January, 1901. [16c]

DENTISTRY. AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST. TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, 2nd January, 1901. [8c]

NOTICE OF REMOVAL. I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET. H. RUTTONJEE, 5, D'Aguiar Street. Hongkong, 27th April, 1901. [34]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "PLASSY" FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. *Britannia* and *Hawthorn*. From Bombay, ex S.S. *Oriental*. From Australia, ex S.S. *Himalaya*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers. From Madras, ex S.S. *Palmira*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY. Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. A. M. MARSHALL, Acting Superintendent. Hongkong, 2nd March, 1901. [5]

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE. CONSIGNEES OF CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. J. S. VAN BUREN, Agent. Hongkong, 4th March, 1901. [1]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "NANKIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Persian Gulf, ex S.S. *Gee* and *Vermorel*. Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. A. M. MARSHALL, Acting Superintendent. Hongkong, 2nd March, 1901. [5]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "NANKIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Persian Gulf, ex S.S. *Gee* and *Vermorel*. Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. A. M. MARSHALL, Acting Superintendent. Hongkong, 2nd March, 1901. [5]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "NANKIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Persian Gulf, ex S.S. *Gee* and *Vermorel*. Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. A. M. MARSHALL, Acting Superintendent. Hongkong, 2nd March, 1901. [5]

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "NANKIN" FROM BOMBAY AND STRAITS.

The Share Market.

LATEST QUOTATIONS.

(March 7th).

Companies.	Paid up Capital.	Latest quotation.
Banking.		
Hongkong & Shanghai Banking Corporation, Ltd.	\$125	353 1/2 premium
The Bank of China (Preference).....	£ 5	Nominal
The Bank of China (Ordinary).....	£ 4	£1
The Bank of China (Deferred).....	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27 buyers
Do. Foreign Office, Ltd.	£ 1	£15 sellers
Union Ins. Society of Canton, Ltd.	\$ 50	\$555 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	\$ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$114
Canton Ins. Office, Ltd.	\$ 50	\$150
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$315
China Fire Ins. Co., Ltd.	\$ 20	\$84 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$342 sellers
Indo-China Steam Navigation Co., Ltd.	\$ 10	\$116 buyers
China & Manila S.S. Co., Ltd.	\$ 50	\$70
Do. Co., Ltd.	\$ 30	\$40 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$48
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Deferred)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$203 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.50
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$139
Luzon Sugar Refining Co., Ltd.	\$100	\$10 sellers
Mining.		
Fujian Mining Co., Ltd.	\$ 8	\$4 1/2 cum call
Preference Share	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$315 sellers
Queen Mines, Ltd.	25 cts.	7 cents buyers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$5 1/2 sales
Raub Alluvial Gold Mining Co., Ltd.	175. 10d.	\$38 sales
Oliver Freehold Mines, Ltd. A.	\$ 5	\$2.30 sellers
Oliver Freehold Mines, Ltd. B.	\$ 5	\$1 1/2 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	10 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	650 1/2 premium
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$95 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$24 sales
Lands, Buildings, and Godowns.	\$ 30	\$27 buyers
West Point Building Co., Ltd.	\$ 50	\$50 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$123 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$12 1/2 sales
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$14
Ewo Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laon-kung-mow Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ltd.	Tls. 100	Tls. 335
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Companies.		
Alhambra, Limited	\$500	200 1/2 premium
La Commercial, Ltd.	\$500	80 1/2 premium
Hensiana Limited	\$100	par
La Favorita	\$500	40 1/2 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 sales
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Ltd.	\$ 10	\$16
Watkins, Limited	\$ 10	\$12 1/2
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 buyers
Hongkong Electric Co., Limited	\$ 5	\$6 1/2 buyers
Hongkong and China Gas Co., Ltd.	£ 20	£118 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$16 1/2
Geo. Fenwick & Co., Ltd.	\$ 25	\$55
H'kong Ice Co., Ltd.	\$ 25	\$160 sellers
H'kong High Level Tramways Co., Ltd.	\$100	\$200 sales and 6 1/2 buyers
Dairy Farm Co., Ltd.	\$ 5	\$55
Hongkong and China Bakery Co., Ltd.	\$ 5	\$55
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-Asia Agency, Ltd.	£ 1	£12 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$8 1/2 sales
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5 1/2 sellers
H.K. Steam Navigation Co., Ltd.	\$ 5	\$5
China Light & Power Co., Ltd.	\$ 20	\$20

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Hermann, Mr.
Angus, Mrs.	Horsey, Mr. H. H.
Bailey, Mr. W. S.	Howard, Mr. Thos.
Bald, Mr. W. P.	Howkins, Mr. & Mrs.
Belden, Mr. H. A.	J. D.
Bell, Mr. and Mrs. O.	Jackson, Mrs. J. B. and child
Berlinger, Mr. F. J. G.	Johns, Mr. P.
Bertram, Mr. C.	Joseph, Mr. & Mrs. E. S.
Black, Mrs.	Kaman, Mr. S.
Boothwick, Mrs. R. W.	Katsch, Mr. E. A.
Boyd, Mr. W. H.	Kennedy, Mr. R. J.
Bradford, Mr. and Mrs.	Kiene, Mr. and Mrs. F. G. V.
Bradley, Mr. Chester	King, Maj. H. S. R. E.
Branch, Capt. B.	Lambert, Mrs. R. S.
Brandreth, R.N. Lt. & Mrs.	Lewis, Mr. A. R.
Bremen, Mr. W. H.	Little, Major W. R.
Brice, Capt. and Mrs.	Littledale, R.E., Major
Buck, Mr. Har.	Long, Mr. & Mrs. D. J.
Buch, Mr. and Mrs. C.	Lutz, Mr. Emil
H.	MacLayden, Dr. M.
Burnie, Mr. C. M. G.	Mallory, Lt.-Col.
Bustick, Mr. W. Van	Michael, Mr. F.
Campbell, Mr. J. M.	Mould, R.E., Maj. C. F.
Charlton, Hon. Mrs.	Newland, R.N. Lt. C. F.
Clark, Dr. & Mrs. F.	Newson, Mr. and Mrs.
Clarke-Thornhill, Mr. F.	O'Neill, Mr. and Mrs.
T. B. and valet	Orr, Mr. R.
Colson, Mr. T. S.	Orr, Capt. S. G.
Cruckshank, Mr. Wm. D.	Parit, Mr. W.
Dalglis, Miss	Parit, Mr. W.
Dallas, Mr. & Mrs. H.	Passey, Lt.-Col.
Davis, Capt. and Mrs.	Reed, Dr. L. R.
Dawson, Mr. T. L.	Robson, Mr. and Mrs.
Denoch, Mr. P. C.	O. C.
Dickinson, Mr. A.	Rosenthal, Mr. T.
Discombe, Mr. G. M.	Rundall, Lt.-Col.
Dorehill, R.A., Major	Russell, Dr. J. A.
Drew, Mr. and Mrs. C.	Sampson, Mr. H. W.
Duff, Mr. W. S.	Schmid, Miss E. R.
Dyson, Capt. P. S.	Smith, Mr. D. A.
Eckut, Mr. F. W.	Stevens, Mr. G. R.
Elderton, R.I.M. Com.	Stevens, Mr. H. Goyne
Evans, Dr. and Mrs.	Stewart, Mr. E. H.
Farmer, Mr. and Mrs.	Sutherland, Mr. & Mrs.
Farnsworth, Mr. and Mrs.	Thomson, Mr. V. F.
Ferrier, Mrs. Chas. N.	Thomson, Mr. H. F.
Freeling, Lady	Unsworth, Capt.
Gibson, Mr. and Mrs.	Wakeman, Mr. G. H.
Kennedy	Watts, Mr. and Mrs.
Gielen, Mr. and Mrs.	Frank W.
H. Victor	Whitley, Mr. W. J. G.
Glover, Mr. C.	Wild, Lieut. and Mrs.
Goddard, Capt.	Bagnall
Grant, Mr. John	Williamson, Mrs. J.
Greenwood, Miss	Wright, Mr. Luke E.
Greig, Mr. Ronald	Wright, Miss
Hammersly, Mr. B. F.	Ziegler, Mr. Han
Headman, R.I.M., Lt.	E. T.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Jeffries, Mr. H. U.
Bewley, Capt.	Lee, Mr. J. E.
Bonnar, Mr. J. W. C.	Mackie, Mr. C. Gordon
Brown, Colonel F.	Martin, Mr. R.
Buttanshaw, Major and Mrs.	McCarthy, Mrs. and child
Buttanshaw, Miss May	Miller, Mr. and Mrs.
Buttanshaw, Master H.	Newall, Mr. Stuart G.
Cameron, Mr. Allan	Oakley, Mr. H. E.
Collins, Mr. A. F.	Oakley, Miss
Crookenden, Col.	O'Gorman, Madam
Dann, Mr. G. H.	Oppenheim, Mr. J.
Dykes, Capt. and Mrs.	Pollock, Mr. H. E.
R.A.	Prynn, Capt. R.A.M.C.
Ezekiel, Mr. J. S.	Rouse, Mr. A. B.
Forbes, Mr. Andrew	Sabater, Mr. J.
Fraser, Colonel A. R.	Scott, Capt. Percy C. B.
Graham, Mr. D. M.	Scott, Mrs. Percy C. B.
Graham, Mr. and Mrs.	Shelley, Mr. Edward
W. D.	Shepherd, Mr. E. B.
Giffin, Major W. W.	Sinclair, Mr. A.
Gumpert, Mr. and Mrs.	Stokes, Mr. A. G.
Halla, Dr. and Mrs.	Tomlin, Mr. G. L.
G. M.	Tomlin, Mr. G. L.
Hays, Mr. J.	Wagner, Col.
Hughes, Col. G. A.	Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.	Crouch, Mr. J. W.
Andrews, R.N. Staff	Hamilton, Lt.-Col. H.
Surg. and Mrs. A. G.	Hamilton, Mrs. George
Blinder, Mr. Gustav	Hopkins, Mrs. George
Callaghan, Capt.	B.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Clarke, Capt. A. C.	Sharp, Mr. and Mrs.
R.N.	E. H.
Clarke, Mrs.	Volpicelli, Consul

KOWLOON HOTEL.

Allen, Mr. and Mrs.	Hilcheyanch, Capt.
and 3 children	Kennedy, Mrs.
Burnin, Mrs.	Power, Mr. J. D.
Frake, Capt.	Sheppard, Mr. Percy A.
Geisler, Mr. H.	Thomson, Mr. & Mrs.
Leary, Lieut. C.	Wittmuss, Capt.
Lundholm, Capt.	

EXCHANGE.

Hongkong, 6th March.	
ON LONDON, Telegraphic Transfer 1/11 13/16	
" Bank Bills, on demand 1/11 13/16	
" Credits, 4 months' sight 2/0 2/0	
" D'ments, 4 months' sight 2/0 2/0	
ON BERLIN, Bank Bills, on demand 2/0 2/0	
" Credits, 4 months' sight 2/0 2/0	
ON NEW YORK, Bank Bills, on demand 48 1/2	
" Credits, 30 days' sight 48 1/2	
ON BOMBAY, Telegraphic Transfer 149	
ON SHANGHAI, Telegraphic Transfer 149	
" Private 30 days' sight 149	
ON YOKOHAMA, T.T. 149	
Sovereigns, Bank & Buying Rate 39.95	
Gold Leaf 100 touch, per tael 38.36	
Bar Silver 38 3/16	
Dollars 38 3/16	

ORIENTAL QUOTATIONS.

Hongkong, 6th March.	
New Patna 500 per chest	
New Benares 500 per chest	
New Malwa 500 per chest	
Old Malwa 830/840	
Persian good quality 835	

VESSELS IN PORT.

ANTONIO MACEDO, American steamer, 812, Ignacio Ugarte, 6th Mar.,—Hollo 1st Mar., General, Brindley & Co.	
ARISTEA, Austrian steamer, 2,008, G. M. Scoplinich, 6th Mar.,—Mojito 28th Feb., Col.—Mitsui Bussan Kaisha.	
BENLOMOND, British steamer, 1,752, Wm. Hulton, 28th Feb.,—Mojito 21st Feb., Win.—Gibb, Livingston & Co.	
CHARTEBOUSE, British steamer, 1,928, H. W. Field, 4th Mar.,—Mojito 26th Feb., Coal.—Hughes & Hough.	
CHINA, German steamer, 1,113, P. Voss, 23rd Jan.,—Saloon 18th Feb., Roca—Siemens & Co.	

CHINA, American steamer, 3,187, W. B. Seabury, 3rd Mar.,—San Francisco 1st Feb., and Shanghai 28th, Mails and General.—P. M. S. S. Co.	
CHINGTO, British steamer, 2,260, J. E. Williams, 10th Feb.,—Sydney via Ports 25th Jan., General.—Butterfield & Swire.	
CHOWFA, British steamer, 1,055, J. Williamson, 2nd Mar.,—Bangkok 22nd Feb., Rice and Timber.—Butterfield & Swire.	
CHUNSAO, British steamer, 1,740, L. A. Muir, 2nd Mar.,—Mojito 24th Feb., Coal.—Jardine, Matheson & Co.	
CONCH, British steamer, Abbot, 6th Mar.,—Balik-papan 23rd Feb., Kerosine.—Arnold, Karberg & Co.	
DAPHNE, German steamer, 1,291, Th. Nissen, 2nd Mar.,—Canton 1st Mar., General.—Siemens & Co.	
DECIMA, German steamer, 794, C. Christensen, 4th Mar.,—Saigon 28th Feb., Rice.—Siemens & Co.	
DEWANGONG, German steamer, 1,050, H. Teuton, 3rd Mar.,—Bangkok 24th Feb., Rice.—Butterfield & Swire.	
EGBERT, American transport, 1,875, N. A. Walton, 22nd Feb.,—Manila 19th Feb.	
EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.,—Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Mails and General.—C. P. R. Co.	
FLINTSHIRE, British steamer, 2,100, J. Dwyer, 4th Jan.,—Mojito 30th Dec., Coal.—Mitsui Bussan Kaisha.	
FOON MOON, German steamer, 1,870, Wallis, 3rd Mar.,—Saigon 26th Feb., Rice.—Siemens & Co.	
FOONG SANG, British steamer, 1,092, G. S. Wallis, 18th Feb.,—Manila 15th Feb., Ballast.—Jardine, Matheson & Co.	
GLENGO, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co.	
HANOI, French steamer, 749, Pannier, 6th Mar.,—Haiphong and Hoihow 5th Mar., General.—A. R. Marty.	
HUE, French steamer, 705, G. Godinard, 3rd Feb.,—Haiphong and Hoihow 2nd Feb., General.—A. R. Marty.	
KAWACHI MARU, Japanese steamer, 3,779, J. S. Thompson, 6th Mar.,—Mojito 24th Feb., General.—Nippon Yusen Kaisha.	
KELVENDALE, British steamer, 1,052, Bradley, 26th Feb.,—New York 28th Dec., and Singapore 18th Feb., Kerosine.—Standard Oil Co.	
KUMSANG, British steamer, 2,070, E. J. Buller, 2nd Mar.,—Singapore 22nd Feb., General.—Jardine, Matheson & Co.	
LOONGSANG, British steamer, 1,092, G. S. Weigall, 5th Mar.,—Manila 2nd March, Hemp and Sugar.—Jardine, Matheson & Co.	
MACHEW, German steamer, 995, J. E. Farrell, 2nd Mar.,—Bangkok 23rd Feb., Rice and Wood.—Melchers & Co.	
MAIDZURU MARU, Jap. str., 667, K. Sabozima, 6th Mar.,—Amoy and Swatow 5th Mar., General.—Mitsui Bussan Kaisha.	
MORRE KOTI, German steamer, 1,719, G. Kraef, 17th Feb.,—Mojito 9th Feb., Coal.—Meyer & Co.	
NANKIN, British steamer, 2,557, C. J. Benton, 5th Mar.,—Bombay 14th Feb., and Singapore 17th, General.—P. O. S. N. Co.	
NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan.,—Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemens & Co.	
PERLA, British steamer, 1,284, R. W. Almond, 5th Mar.,—Manila 2nd Mar., General.—Shewan, Tomes & Co.	
PHRA CHOM KHAO, British steamer, 1,011, J. Fowler, 6th March, —Bangkok 24th Feb., Rice.—Butterfield & Swire.	
QUEEN ELIZABETH, British steamer, 2,270, E. Risson, 21st Feb.,—New York 17th Dec., Oil.—Standard Oil Co.	
RATHO, British steamer, 2,795, Nisbet, 5th Mar.,—Barry 13th Jan., and Singapore 23rd Feb., Coals.—Dodwell & Co., Ltd.	
St. JEROME, British steamer, 1,056, Jones, 4th Mar.,—Mororan 26th Mar., Coal.—Dodwell & Co., Ltd.	
SANDAKAN, German steamer, 1,374, A. Brundis, 4th Mar.,—Sandakan 27th Feb., Timber.—Melchers & Co.	
SULEBBERG, German steamer, 782, T. Jensen, 4th Mar.,—Cebu 2nd Mar., General.—Siemens & Co.	
SUNGKIAN, British steamer, 1,021, S. W. Moore, 4th Mar.,—Manila 1st Mar., Ballast.—Butterfield & Swire.	
TATEGAMI MARU, Japanese steamer, 1,668, Yakamoto, 4th Mar.,—Mojito 27th Feb., Coal.—Mitsui Bussan Kaisha.	
THALES, British steamer, 820, A. Robson, 6th March, —Swatow 5th March, General.—Douglas, Lapraik & Co.	
VICTORIA, American steamer, 2,112, J. Pantan, 1st Mar.,—Tacoma via Japan Ports and Woosung 2nd Feb., General.—Dodwell & Co., Ltd.	

Sailing Vessels.

ADOLPH ORRIG, American ship, 1,262, Amhurst, 19th Dec.,—New York 1st Jan., and Cheloo 12th Dec., Oil.—Standard Oil Co.	
DUNDEE, British ship, 1,098, Herrmann, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	
HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.	
IRIS, British schooner, 206, Wright, 4th Mar.,—from Caribon, Sandal Wood.—Stemsen & Co.	
LOTHAIR, Italian bark, 972, Borzo, 19th Jan.,—from Calao, Ballast.—Order.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.	
MERCURY, German schooner, 52, Wames, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemens & Co.	
MOZAMBIQUE, British ship, 2,305, Robert Cleane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.	
NIBBLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.	
PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil.—Standard Oil Co.	
St. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.	
VALE OF DOON, British bark, 669, J. Petersen, 19th Feb.,—Rejang 8th Jan., Timber.—Sander, Pfeiffer & Co.	
VIMBRI, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.	

HIS BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.	
Hongkong, March 7th, 1901.	
Alatir, dispatch vessel, 1,700 tons, 10 p.m. g.l. guns, 1,000 h.p., Commander G. G. F. M. Cranck, Hongkong.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Singapore.	
Aythia, British cruiser, 3,400 tons, Capt. J. Starlin, Hongkong.	
Argonaut, British cruiser, 11,000 tons, 16,500 h.p., 16-6 inch. g.l. guns, Capt. G. H. Cherry, R.N., Hongkong.	

Africa, British 2nd-class cruiser, 4,500 tons, 7,000 h.p., 10 guns, Capt. A. W. Page, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Shanghai.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, Hongkong.

Bonaventura, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir B. Bouchier Wrey, Bart, Hongkong.

Bristolport, British gunboat, 710 tons, Comdr. P. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 h.p., Capt. Tillard, Shanghai.

Entompton, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esh, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cunningham, Shanghai.

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.

Isis, British cruiser, 5,505 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnets, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Orlando, British cruiser, 5,500 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Singapore.

Phenix, British sloop, 505 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Pluvius, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. O. V. de M. Cowder, Shanghai.

Redoubt, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Sneepe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Hongkong.

Swift, British sloop, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Tamur, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Singapore.

Wallaroo, British cruiser, 2,575 tons, 8 guns, 7,500 h.p., Capt. F. C. M. Noel, Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Lyne, Hongkong.

Whitting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kluikang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class